

SECRET

REPORT NO. [REDACTED]

25X1A

COUNTRY Czechoslovakia

DATE DISTR. 15 MAR. '54

SUBJECT AOB of the 16th Air Fighter Regiment, Line NO. OF PAGES 10

25X1A DATE OF INFORMATION [REDACTED]

REFERENCES:

PLACE ACQUIRED [REDACTED]

THIS IS UNEVALUATED INFORMATION

25X1X

I. IDENTIFICATION DATA:

Refer to Enclosure #1, this report, Overlay of GSGS 4416, Scale 1:100,000, Sheet U-7, Furth N 49-18, E 12-517, on which Source identified the Line Military Airfield where the 16th Fighter Regiment of the 3rd Fighter Division was located.

1. Zbuzh N 49-41, E 13-137 about 1,500 population, mining town, about three, 80 m. high shafts with red warning lights on top, two 50 m. high chimneys.
2. Highway: between Horsuvtyň N 49-32, E 12-577 and Pilsen N 49-45, E 13-227, 8 m. wide, asphalt ditches and fruit trees on sides, good condition, high vehicular traffic.
3. Line, about 1,500 population.
4. Pond, about 50 m. in diameter, muddy bottom.
5. Forest, coniferous trees, old 15-20 m. high trees.
6. Nova Ves N 49-45, E 15-397 300-400 population; about 50 m. west of the village was an airfield gate.
7. Section of cleared forest.
8. Forest, similar to Pt. 5.

SECRET

SECURITY INFORMATION

SECRET

- 2 -

9. Dobrany N 49-39, E 13-18, about 4,000 population.
10. Airfield: officially called Dobrany Airfield, alternate name Line (detailed report on airfield follows later). The Third Air Fighter Division was located there.
11. Section of cleared forest.
12. Forest, similar details as Pt. 5.

II. THE 16TH FIGHTER REGIMENT:

A. History of the 16th Fighter Regiment.

The SBOR or Corps, the highest headquarters for the four Czechoslovak air fighter divisions, was located somewhere in Prague. [REDACTED] the aircraft marking on the Corps Staff or SBOR flight. [REDACTED] that the aircraft and its crew were at the military airfield Kbely. He had heard that the corps number was 15 but was uncertain of this designation.) The First Air Fighter Division was in Zatec N 50-20, E 13-33, the Second in Ceske Budejovice, the Third in Line, and the Fourth in the Mlada military area. Each air fighter division consisted of three fighter regiments, each regiment had three squadrons, each squadron had three flights, and each flight was divided into two teams or pairs.

The 3rd Air Fighter Division at Line airfield had the 5th, the 8th, and the 16th Air Fighter Regiments subordinate to it. Source stated that the 16th Air Fighter Regiment was formed directly at Line Airfield in June 1952. The necessary technicians and armorer personnel arrived from Chrudim N 49-57, E 15-48 where they serviced and worked on SIEBEL, ARADO C-2B1 aircraft. Besides the personnel from Chrudim, Line had several officers who were mechanics by profession and previously trained in Mlada, Prerov N 49-27, E 17-27, and Zatec as mechanics for MIG-15's. These mechanics were assigned to the 16th Fighter Regiment. At the beginning of the formation of the 16th Fighter Regiment, the Regiment's aircraft were

four (4) ARADO or so-called C-2B1 (old war-type planes)
One (1) CS-102 (CS stood for Cvicny Stihaci - training fighter), two seater, was assigned to the regiment in fall of 1952.

Four (new) (4) MIG-15's or so-called S-102 (according to Source about half of the air force personnel called the jet aircraft the MIG-15 and the other half referred to it as S-102). Source was unable to tell whether these aircraft were of Russian or Czech origin.

The 16th Air Fighter Regiment gradually received additional new planes and [REDACTED] the regiment had:

28 S-102's, single seat (single engine).
1 CS-102, two seat fighter (single engine).
1 C-106, two seat courier aircraft (single engine).
4 C-2B1 (ARADO aircraft) two seat trainer (single engine).

[REDACTED] the 16th Fighter Regiment was to receive six Czechoslovak-made MIG-15's. As soon as the weather would permit they were to be flown to Line from Prague. Source expressed his opinion that those new six MIG-15's were planned either for the third squadron, which was being organized, or were to be added to the two existing squadrons of the 16th Fighter Regiment. Four of these new MIG-15's originally were to be exported to Poland (the instrument check list was in Russian). Source's explanation for not sending these aircraft to Poland was that they had some defects and only perfect products were exported.

SECRET

SECRET

- 3 -

In March 1953 eight MIG-15 mechanics were added to the 16th Fighter Regiment. They had completed a course in Ceske Budejovice called Kurs pro pomocne letecke mechaniky (Course for auxiliary aircraft mechanics). About this time, 12 or 15 inexperienced or "green" pilots were assigned to the 16th Fighter Regiment. They had just completed their basic pilot training in Prerov. Besides the above-mentioned pilots, there were about 11 older and experienced pilots who served as instructors to the newly-assigned pilots.

B. Flight Training.

The inexperienced pilots first flew the ARADO aircraft (number of required hours unknown), then practiced take-off, circular 360° local flights, approach, and landing with CS-102 aircraft (again number of required hours unknown). After mastering take-off and landing with the CS-102, these pilots were taught solo flying with S-102 with the main stress on take-off, approach, and landing. Source stated emphatically that there was no required number of instruction hours; each pilot had to practice until he mastered solo flying.

While the older and more experienced pilots trained the new ones, the older pilots, in turn, were trained by the regimental staff check pilots of the standardization board.

C. Training personnel during the formation of the 16th Fighter Regiment.

Regimental Staff Check Pilots (Standardization Board):

MURGAS, Anton, Major, Commanding Officer of the 16th Fighter Regiment

MOSNA, Major, Assistant Commanding Officer of the 3rd Air Fighter Division

HAJEK, Captain, Instructor in the 3rd Air Fighter Division

JANDA, 1st Lt.

SOCHOR, Ladislav, 2nd Lt.

The above regimental pilots checked out and instructed the more experienced pilots.

Instructor Pilots:

MURGAS, Antonin, Major, Commanding Officer

BORSKY, Captain, (left Nov. 1953 for Technical Military Academy in Brno)

JANDA, 1st Lt., (left for Hradec Kralove Nov. 1953)

SOCHOR, 1st Lt., Armament Officer

SEBEK, Karel, 1st Lt., Commanding Officer of the First Squadron of the 16th Fighter Regiment

KOS, Laco, 1st Lt., Commander of the 1st Flight of the 1st Squadron.

ONDROVIC, 2nd Lt., (at present Commander of the 3rd Flight of the 1st Squadron

REZLER, Jiri, 1st Lt., (at present Commander of the 2nd Flight of 1st Squadron

SECRET

~~SECRET~~
- 4 -

VESELY, Karel, 1st Lt., (Commander of the 2nd Squadron at present)

LEHANKA, Acting Commander of the Second Squadron at present

OHEM, 1st Lt., at present Representative for Political matters -
ZVP Zastupoe pro veci politicke

The above pilots served as instructors for green pilots out of flying school. They also served as experienced squadron fighter pilots.

Green Pilots:

They were all second lieutenants.

KADLCEK, Alois

KRUPKA

REITMAYER, Vaclav

TOMASEK

VINS, Antonin

KVITEK

CERVENKA (discharged in May 1953 because of attempted escape to the West prior to entering the Air Force).

HOSEK

TLACHAC

There were two more green pilots whose names Source could not recall.

D. Squadrons of the 16th Fighter Regiment:

The 16th Fighter Regiment of the 3rd Division in Line had only two squadrons: the third one was still in the process of organizing. Each squadron consisted of three flights and each flight had two units or pairs.

The commanding officer of the 16th Fighter Regiment was in charge of all personnel in the Regiment and directly subordinated to him was the regimental engineering officer. This regimental engineering officer was in charge of all technicians, maintenance and personnel in all the squadrons, flights and pairs in the regiment. Under the regimental engineering officer came the technical officers of the respective squadrons who in turn were in charge of the personnel performing the same function in the flights or other units.

1. The First Squadron:

a. Aircraft of the First Squadron and markings:

S-102 with ZF-10	black markings	on both sides of nose.
S-102 with ZF-11	" " " " " "	" " " "
S-102 with ZF-12	" " " " " "	" " " "
S-102 with ZF-13	" " " " " "	" " " "
S-102 with ZF-14	" " " " " "	" " " "
S-102 with ZF-15	" " " " " "	" " " "

~~SECRET~~

- 5 -

S-102 with ZF-16 black markings on both sides of nose.
 S-102 with ZF-17 " " " " " " " "
 S-102 with ZF-19 " " " " " " " "
 S-102 with ZF-20 " " " " " " " "
 S-102 with ZF-21 " " " " " " " "
 C-2B1 with ZF-28 black markings on the tail end of the
 fuselage, about half way between the
 wings and the tail.

C-2B1 with ZF-29

b. Technical Personnel of the First Squadron:

Squadron's technician: JANUSKA, 1st Lt.
 Armament Technician: MATEJKA, 1st Lt.
 Aircraft technician: None
 Radio technician: SALA, 1st Lt.
 Oxygen mechanic: NOVOTNY, Josef, Pfc.
 Parachute mechanic: CHRTEK, Jiri, Cpl., discharged Jan. 1953.

c. First Squadron's Three Flights: Each flight or ROJ consisted of:

4 pilots, (one of whom was the Flight Commander)
 1 flight's technician (subordinated to the Flight Commanding Officer)
 1 armament technician
 1 electrical (aircraft) technician
 1 radio technician

Each technician had one assistant. All technicians were under direct supervision of the Flight's Technician.

d. Teams or "Pary":

Each flight was composed of two pairs or teams. The flight leader was also the No. 1 man of the first pair.

2. The Second Squadron:

The Second Squadron was organized the same as the first or any other squadron in any of the regiments of the four Czechoslovak air fighter divisions.

a. Aircraft of the Second Squadron:

S-102 - YM-30
 S-102 - YM-31 black markings on both sides of the nose section. Markings were 35.56 cm. tall.
 S-102 - YM-32
 S-102 - YM-33
 S-102 - YM-34
 S-102 - YM-35
 S-102 - YM-36
 S-102 - YM-37
 S-102 - YM-39
 S-102 - YM-40
 S-102 - YM-41 (Source was not sure of this one).
 C-2B1 - YM-48
 C-2B1 - YM-49

The following aircraft were of Russian origin:

S-102 - YM-30 markings
 S-102 - YM-34

SECRET

b. Technical Personnel of the Second Squadron:

Squadron's technician: OBRUCNIK, Josef, 1st Lt.
 Armament technician: ZIDEK, 2nd Lt.
 Aircraft technician: 2nd Lt. TON
 Radio technician: 1st Lt. SKYVARA
 Oxygen mechanic: None assigned (NOVOTNY from the 1st Sq. (was a temporary oxygen mechanic for the 2nd Sq.)
 Parachute mechanic: SEKAL, Ladislav, Pfc.

c. Second Squadron's Three flights: These had the same structure as the First Squadron's flights.

d. Units or "Pary":

E. Aircraft markings:

Aircraft markings of the 16th Fighter Regiment.

The Regimental Staff Flight's aircraft markings: (Type of aircraft plus YD-01) up to YD-09.

First Squadron: Aircraft type plus ZF-10 up to ZF-29.

Second Squadron: Aircraft type plus YM-30 up to YM-49.

Third Squadron which was being formed did not have any aircraft assigned yet.

F. Staff Regimental Chart:

Every regiment had its own staff regimental flight. Major MURGAS, the Commanding Officer of the 16th Fighter Regiment, was in charge of the staff regimental flight. Refer to Encl. 2, this report, Source's Memory Sketch of the Staff Regimental crew and aircraft chart.

G. PRAPOR No. 20 of the 16th Fighter Regiment.

Each fighter regiment had its own supporting unit called PRAPOR which supplied and supported the regiment with all the necessary material needed for the maintenance of the aircraft. It took care of all requested transportation for the regiment, such as POL trucks, busses, passenger cars, towing tugs, etc. The PRAPOR also handled such administrative duties as finance. The guard section for each regiment was a part of the PRAPOR.

H. Soviet Personnel:

There were four Soviet officers assigned to the Third Division. One was assigned directly to the division, the other three were assigned to the 16th, 8th, and 5th Fighter Regiments.

Division - Colonel (name unknown)
 5th Reg. - Lieutenant Colonel (name unknown)
 8th Reg. - Lieutenant Colonel (name unknown)
 16th Reg. - Lieutenant Colonel CHIMURICHKIN

These Soviets assigned to the 3rd Air Fighter Division at Line Airfield served as observers (pozorovaci) and advisors. They were called Sovetski pridelenci (attached Soviet personnel). While on the airfield, they were dressed in Soviet uniforms. Off the base they wore civilian clothes. They were quite

SECRET

SECRET

friendly to the air force personnel. However, they did not mingle much with them. Each Soviet officer was assigned a private military chauffeur. Chauffeurs wore a uniform whenever the officer wore a uniform; when the officer was in civvies, he also wore civvies.

I. Morale:

The morale of the Czechoslovak Air Force at Line Airfield was very poor. According to the Source, the main reason for the poor morale of the troops was the bad quality and insufficient quantity of food. The main meal was dumplings and gravy. Second reason for the poor morale was confining the troops to the base, by not issuing many passes or leaves. When a pass was issued, it limited the bearer to the immediate vicinity of the base.

J. Political Indoctrination:

Four hours a week was allocated for political indoctrination. This training in political indoctrination continued all through the military service. Daily 15 minute compulsory reading of political material was required of each airman.

K. Personnel and Equipment of 16th Fighter Regiment:

1. (a) Experienced officer pilots - 13.
(b) New young pilots - 11.
2. One Soviet officer in the 16th Fighter Regiment
3. Technical personnel and airmen - 117.
4. Automatic weapons - 95 - 9mm.
Pistols - 40, German and Czech origin.

5. Approximate total number of aircraft in the 16th Fighter Regt. - 35.

S-102 (MIG-15) - 28, 3 Soviet origin and 25 Czech origin.
CS-102 (Soviet origin trainer fighter aircraft) - 1.
C-2B1 (German origin trainer aircraft) - 4.
C-106 (Czech origin trainer aircraft) - 1.
C-11 (Czech origin training aircraft with Soviet engine) - 1.

L. Airman's Individual Clothing Allowance:

Dress uniform - 1
Work uniform - 1
Overcoat - 1
High quarter shoes - 2 pair
Dress shirts - 4; 3 for 1st year and 1 for second year
Belt (waist) - 1
Light long underwear - 2 pair
Heavy long underwear - 2 pair
Physical training shorts - 1
T Shirts - 3
Dress tie - 1
Foot wraps (winter) - 2 pair
Foot wraps (summer) - 2 pair
Handkerchiefs - 2
Hand towels - 2
Dish towels - 2

SECRET

~~SECRET~~
- 8 -**Soap for shaving and washing**

Toothbrush - 1

Hand brush - 1

Shoe brush - 1

Sewing kit - 1

Cup (drinking) - 1

Tent and equipment - 1

Canteen - 1

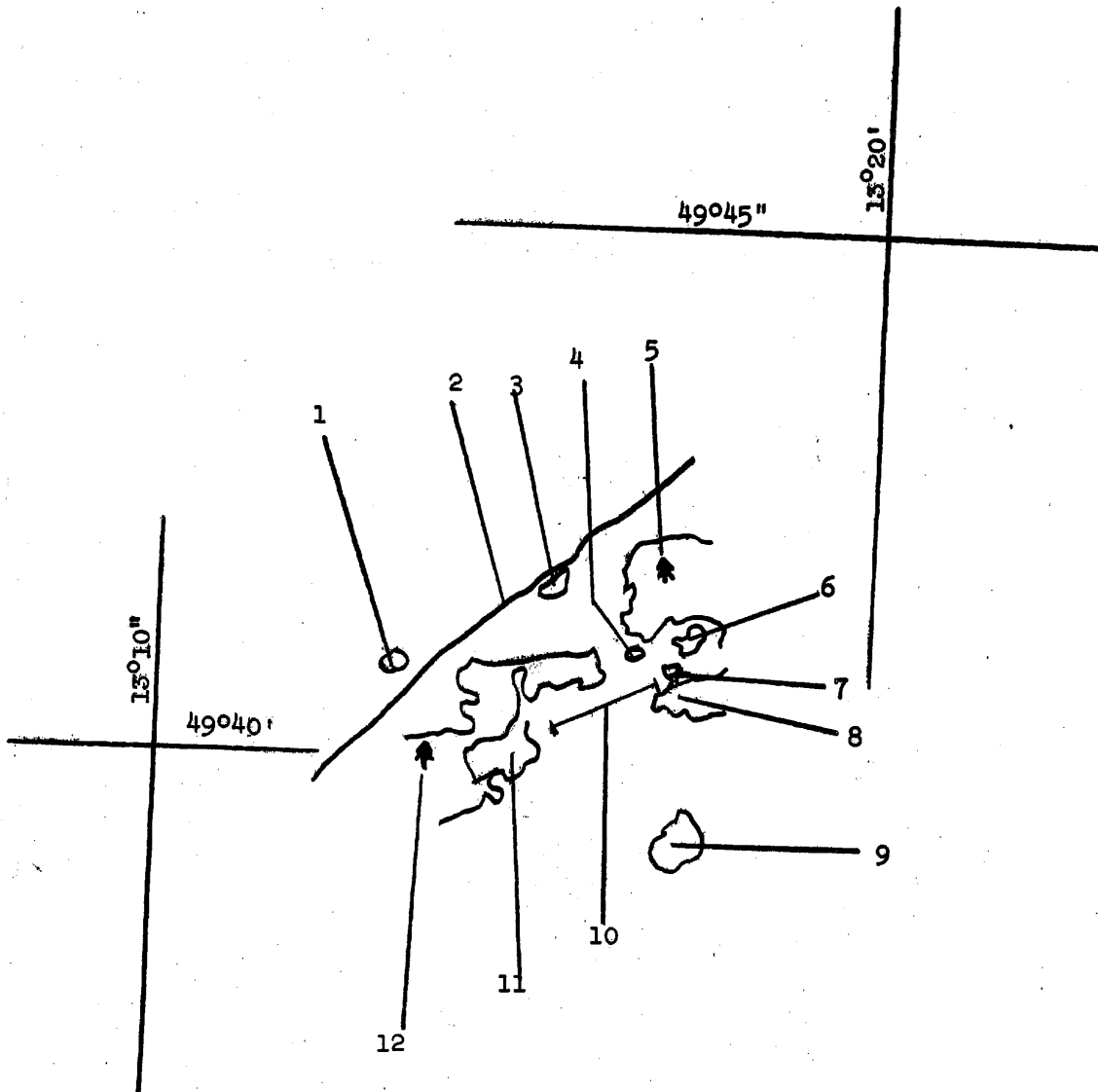
Knapsack and field equipment - 1

ENCLOSURES:

1. Pinpoint Location of Line Airfield
2. Organizational Chart of the Staff Regimental Flight

~~SECRET~~

Enclosure #1. Pinpoint Location of Dobrany (Line) Airfield.
Overlay of GSGS 4416, Sheet U-7, Furth



SECRET

Approved For Release 2001/11/23 : CIA-RDP82-00046R000300240008-4

ENCLOSURE #2 STAFF REGIMENTAL FLIGHT											
PILOT	TYPE OF AIR-CRAFT	AIR-CRAFT MARK-ING	CREW CHIEF	ARMA-MENT MAN	ASSIS-TANT ARMA-MENT MAN	AIR-CRAFT ELECTRICIAN	ASSIS-TANT ELECTRICIAN	RADIO TECHNI-CIAN	AIR-CRAFT MECHANIC	ASSIS-TANT AIR-CRAFT MECH.	<p>returned to civilian life in November 1953</p> <p>aircraft of Russian origin</p> <p>aircraft of Czechoslovak origin</p> <p>these personnel serviced all above aircraft</p> <p>***</p> <p>***</p> <p>***</p> <p>#</p>
MURGAS Major	S-102	*** YD-01	# CERNY 2nd Lt.	# HALES Sfc.	# SCHREIBER pvt	# PLUSIK M/Sgt	unknown	* # KALU-ZAK Sgt.	# VALEK Sgt.	unknown	
SPIRIT Major	planned										
SOCHOR 1st Lt.	S-102	** YD-03							* KOLAR Vojtech Cpl.		
JANDA 1st Lt.											
No pilot assigned	CS-102	** YD-05							* MACHA- CEK Jiri M/Sgt.	* KASAL Jaro- slav Cpl.	
No pilot assigned	C-106	*** YD-06									

SECRET

Approved For Release 2001/11/23 : CIA-RDP82-00046R000300240008-4